



REPORT TO COUNCIL City of Sacramento

30

915 I Street, Sacramento, CA 95814-2671
www. CityofSacramento.org

STAFF REPORT
September 27, 2005

Honorable Mayor and
Members of the City Council

Subject: Central City Parking Master Plan -- Parking Supply

Location/Council District:

Area bounded by Broadway, Sacramento River, American River, and Alhambra Boulevard – Council Districts 1, 3, 4 (see map)

Recommendation:

This report recommends that Council approve the attached resolution:

- Approving recommendations for increasing parking supply;
- Approving two parking garage concepts; and
- Adopting a parking strategy for the case study area bounded by 14th to 19th Streets and J Street to Capital Avenue.

Contact: Fran Halbakken, Planning & Policy Manager, 808-7194

Presenters: Fran Halbakken, Planning & Policy Manager
Howard Chan, Parking Services Manager

Department: Transportation

Division: Parking

Organization No: 3461 & 3481

Summary:

The Council is being asked to approve recommendations that address parking for new development, brokering parking arrangements, surface lot usage, increasing existing supply, two types of prototype garages, and a parking strategy for the case study area.

Committee/Commission Action:

The Planning Commission received an informational report on May 12, 2005. The Disability Advisory Commission received a presentation on June 16, 2005.

Background Information:

On August 2, 2005, City Council approved goals and objectives for the City's parking program. Specific recommendations to support the approved goals and objectives have been developed. The recommendations were shaped by public input through the following opportunities:

- Stakeholder meeting;
- Seven focus group meetings;
- Public open house; and
- Website postings.

Staff is proposing that Council adopt recommendations (shown in *italicized font*) that will be used to implement the goals and objectives already approved by Council (shown in **bold font**).

1. Support the citywide goals of economic development, livable neighborhoods, achieving sustainability and improving public safety**1.1 Ensure that adequate parking is provided with new development to prevent adverse impacts on existing land uses and to support a synergistic mix of land uses including office, residential, retail, restaurant and entertainment;**

- 1.1.1 *Establish flexible parking ranges for all types of development to allow developers flexibility to match parking with the needs of the specific project*
- 1.1.2 *Maintain current parking minimum of one space per 600 square feet for office and adjust maximum to one space per 400 square feet*
- 1.1.3 *Maintain current minimum of one space per residential unit in Focus Area 1, increase the minimum to 1.5 spaces per unit in the remainder of the Central City, and create a flexible parking range for residential development by specifying maximums by type of unit, density of development and/or location in the Central City*
- 1.1.4 *Require that at least one space per unit be provided onsite for residential development*
- 1.1.5 *Modify zoning code to make off-street parking provided for residential units "accessory" to the residential units to prevent them from being used to support other off-site purposes and restrict residents of new residential developments from participating in the City's Residential Permit Parking program*
- 1.1.6 *Require off-street parking for all retail and entertainment development in the central business district (C-3 zone) and in the arts and entertainment district unless adequate publicly available off-street parking exists within a two-block radius of the subject site*

1.1.7 Require that institutional developments (hospitals, museums, universities, etc.) provide a parking plan as part of the development EIR

1.2 Adopt City policies and standards that support new development in the Central City

1.2.1 Adopt City policy and guidelines to establish “in-lieu-of-parking” fees for development of less than the minimum required parking

1.2.2 Allow flexibility for construction of less than minimum parking (with in-lieu –of parking fee) when development is adequately served by transit and where mixed-use development allows for shared use of parking

1.3 Allow flexibility in City policy to tailor requirements to the nature of new development proposed

(See Recommendations 1.1.1, 1.2.1 and 1.2.2)

2. Supply parking to meet need

2.1 Use parking minimum (ratios) to ensure developers provide most of the new parking needed;

(See Recommendations from Section 1.1)

2.2 The City of Sacramento should act as a broker when feasible to supply parking when the private sector does not;

2.2.1 Broker agreement among business owners to supply additional publicly available parking in the Midtown entertainment district either by constructing new parking or by making existing private parking available in the evenings and on weekends

2.2.2 Consider brokering agreements among businesses owners to supply additional publicly available parking in other areas as the need arises

2.2.3 Broker with other parking facility owners and operators to supply additional publicly available parking for special events

2.2.4 Consider use of a Benefit Assessment District to fund new parking where there is a deficiency of parking for existing commercial land uses

2.3 Take a strategic approach to parking master planning that will allow short-term decisions to be made consistent with long-term strategies or plans;

2.3.1 Formulate a City policy to permit interim use (no more than two years with no renewal) of vacant lots for parking with exemption from some of the requirements for improvements when there is a demonstrated need (current occupancy of at least 85%) that is limited in time and is consistent with a longer-term master plan for the site and immediate area

- 2.3.2 *Consider extending the five-year surface lot permit to eight years when need for parking can be demonstrated and all code-required improvements are made, and require that existing non-conforming lots meet requirements and a permit be obtained for continued use*

2.4 Provide adequate monitoring of parking supply and utilization to be able to identify deficiencies or conflicts when they develop.

- 2.4.1 *Conduct occupancy counts for all publicly available parking in the Core (Focus Area 1) and Midtown (Focus Area 2) at least every three years to identify deficiencies*
- 2.4.2 *Track additions and subtractions of parking and parking variances as new development occurs*

2.5 Pursue opportunities to increase the amount of parking provided by existing facilities

- 2.5.1 *Stripe spaces in un-metered on-street parking areas to increase the number of parking spaces provided*
- 2.5.2 *Re-stripe on-street and off-street spaces to increase the number of spaces provided, where possible*
- 2.5.3 *Consider use of angle parking on streets where the angle parking will not interfere with safe traffic operations or compromise the historic nature of the area*
- 2.5.4 *Cooperate with the City of West Sacramento to identify opportunities for mutually beneficial reciprocal use of available parking facilities*

Staff is also requesting that Council approve two concepts for future parking garages:

1. 1000 spaces, ½ block size, multi-story with ground floor retail, similar to the City Hall garage and Memorial garage; and
2. 300-400 spaces, ¼ block size, 3-4 stories with ground floor retail.

Staff is also proposing the following parking strategy to address the case study area bounded by 14th to 19th Streets and J Street to Capital Avenue:

- Broker agreement among business owners to supply additional publicly available parking in the Midtown entertainment district by making existing private parking available evenings and weekends. Initial focus on Capitol Garage (400 spaces at 15th & K Streets) and Capitol Center Garage (315 spaces at 16th & K Streets)
- Extend current parking restrictions and enforcement beyond 6 p.m. in case study area for meters and pay stations
- Extend parking restrictions and enforcement of Residential Permit Parking zones within three blocks of case study area beyond 6 p.m.

- Improve signage, way finding, and merchant promotions to encourage use of off-street parking facilities
- Implement recommendations 1.1.3, 1.1.4, 1.1.5, 1.1.6, 2.3.1, and 2.3.

Financial Considerations: The recommendations of this report do not have a direct financial impact. The study costs of \$399,975 are being funded by the Parking Facilities Development (VD96) capital improvement project (CIP). This CIP is funded with parking enterprise funds (Fund 412), which will be used for the off-street portion of the project. The Department of Transportation will augment VD96 with General Funds (Fund 101) to cover the on-street portion of the project.

Environmental Considerations:

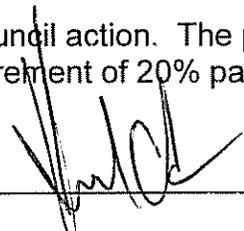
This activity is not considered a project as defined by Section 15378 of the California Environmental Quality Act (CEQA) guidelines. The activity involves no physical construction and has no potential to cause a significant impact on the environment (CEQA Section 15061 (b)(3)).

Policy Considerations:

The Central City Parking Master Plan is consistent with the City of Sacramento’s Strategic Plan goals of improving and diversifying the transportation system, enhancing and preserving neighborhoods, and expanding economic development throughout the City.

Emerging Small Business Development (ESBD):

No goods or services are being procured with this Council action. The project consultant, DKS Associates, has met the ESBD requirement of 20% participation for City projects.

Respectfully Submitted by:  _____
Howard Chan
Parking Services Manager

Approved by:  _____
Marty Hanneman
Director of Transportation

Recommendation Approved:


for _____
ROBERT P. THOMAS
City Manager

Table of Contents:

Pg 1-6 Report

Pg 7-10 Resolution

Pg 11 Resolution Exhibit A

RESOLUTION NO.

Adopted by the Sacramento City Council

Date

APPROVING CENTRAL CITY PARKING MASTER PLAN RECOMMENDATIONS FOR INCREASING PARKING SUPPLY

BACKGROUND

- A. The objective of the Central City Parking Master Plan is to develop criteria, policies and procedures that will be used to guide the City when making decisions related to parking in the Central City.
- B. On August 2, 2005, City Council approved goals and objectives for the parking program.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

- Section 1. The following recommendations for the City of Sacramento's parking program are approved:
 - 1. Support the citywide goals of economic development, livable neighborhoods, achieving sustainability and improving public safety
 - 1.1 Ensure that adequate parking is provided with new development to prevent adverse impacts on existing land uses and to support a synergistic mix of land uses including office, residential, retail, restaurant and entertainment;
 - 1.1.1 Establish flexible parking ranges for all types of development to allow developers flexibility to match parking with the needs of the specific project
 - 1.1.2 Maintain current parking minimum of one space per 600 square feet for office and adjust maximum to one space per 400 square feet
 - 1.1.3 Maintain current minimum of one space per residential unit in Focus Area 1, increase the minimum to 1.5 spaces per unit in the remainder of the Central City, and create a flexible parking range for residential development by specifying maximums by type of unit, density of development and/or location in the Central City
 - 1.1.4 Require that at least one space per unit be provided onsite for residential development
 - 1.1.5 Modify zoning code to make off-street parking provided for residential units "accessory" to the residential units to prevent them from being used to support other off-site purposes and restrict residents of new residential

developments from participating in the City's Residential Permit Parking program

- 1.1.6 Require off-street parking for all retail and entertainment development in the central business district (C-3 zone) and in the arts and entertainment district unless adequate publicly available off-street parking exists within a two-block radius of the subject site
- 1.1.7 Require that institutional developments (hospitals, museums, universities, etc.) provide a parking plan as part of the development EIR

1.2 Adopt City policies and standards that support new development in the Central City

- 1.2.1 Adopt City policy and guidelines to establish "in-lieu-of-parking" fees for development of less than the minimum required parking
- 1.2.2 Allow flexibility for construction of less than minimum parking (with in-lieu –of parking fee) when development is adequately served by transit and where mixed-use development allows for shared use of parking

1.3 Allow flexibility in City policy to tailor requirements to the nature of new development proposed

(See Recommendations 1.1.1, 1.2.1 and 1.2.2)

2. Supply parking to meet need

2.1 Use parking minimum (ratios) to ensure developers provide most of the new parking needed;

(See Recommendations from Section 1.1)

2.2 The City of Sacramento should act as a broker when feasible to supply parking when the private sector does not;

- 2.2.1 Broker agreement among business owners to supply additional publicly available parking in the Midtown entertainment district either by constructing new parking or by making existing private parking available in the evenings and on weekends
- 2.2.2 Consider brokering agreements among businesses owners to supply additional publicly available parking in other areas as the need arises
- 2.2.3 Broker with other parking facility owners and operators to supply additional publicly available parking for special events
- 2.2.4 Consider use of a Benefit Assessment District to fund new parking where there is a deficiency of parking for existing commercial land uses

2.3 Take a strategic approach to parking master planning that will allow short-term decisions to be made consistent with long-term strategies or plans;

- 2.3.1 Formulate a City policy to permit interim use (no more than two years with no renewal) of vacant lots for parking with exemption from some of the requirements for improvements when there is a demonstrated need (current occupancy of at least 85%) that is limited in time and is consistent with a longer-term master plan for the site and immediate area
 - 2.3.2 Consider extending the five-year surface lot permit to eight years when need for parking can be demonstrated and all code-required improvements are made, and require that existing non-conforming lots meet requirements and a permit be obtained for continued use
- 2.4 Provide adequate monitoring of parking supply and utilization to be able to identify deficiencies or conflicts when they develop.
- 2.4.1 Conduct occupancy counts for all publicly available parking in the Core (Focus Area 1) and Midtown (Focus Area 2) at least every three years to identify deficiencies
 - 2.4.2 Track additions and subtractions of parking and parking variances as new development occurs
- 2.5 Pursue opportunities to increase the amount of parking provided by existing facilities
- 2.5.1 Stripe spaces in un-metered on-street parking areas to increase the number of parking spaces provided
 - 2.5.2 Re-stripe on-street and off-street spaces to increase the number of spaces provided, where possible
 - 2.5.3 Consider use of angle parking on streets where the angle parking will not interfere with safe traffic operations or compromise the historic nature of the area
 - 2.5.4 Cooperate with the City of West Sacramento to identify opportunities for mutually beneficial reciprocal use of available parking facilities
- Section 2. Two prototype concepts for future parking garages are approved;
1. 1,000 spaces, ½ block size, multistory with ground floor retail, similar to the City Hall garage and Memorial garage; and
 2. 300-400 spaces, ¼ block size, 3-4 stories with ground floor retail.
- Section 3. Approve the following parking strategy to address the case study area bounded by 14th to 19th Streets and J Street to Capital Avenue:
- Broker agreement among business owners to supply additional publicly available parking in the Midtown entertainment district by making existing private parking available evenings and weekends. Initial focus on Capitol Garage (400 spaces at 15th & K Streets) and Capitol Center Garage (315 spaces at 16th & K Streets)

- Extend current parking restrictions and enforcement beyond 6 p.m. in case study area for meters and pay stations
- Extend parking restrictions and enforcement of Residential Permit Parking zones within three blocks of case study area beyond 6 p.m.
- Improve signage, way finding, and merchant promotions to encourage use of off-street parking facilities
- Implement recommendations 1.1.3, 1.1.4, 1.1.5, 1.1.6, 2.3.1, and 2.3.

Table of Contents:

Exhibit A: Map of Central City Parking Master Plan Area – 1 page

Exhibit A

Location Map for

CENTRAL CITY PARKING MASTER PLAN BOUNDARY AND FOCUS AREAS



MASTER PLAN BOUNDARY

1,700 850 0 1,700 Feet